Trains Album of Photographs

NEW ENGLAND RAILROADS

NUMBER 6

Trains Album of Railroad Photographs

Book 6 NEW ENGLAND

The hub of New England railroading is Boston. From here radiate the main lines, and here the various railroads best show their distinctive personalities. In and out of South Station dash the heavy, closely built Boston & Albany 4-6-6 tank engines with suburban trains. The New Haven's streamlined Hudsons (see front cover) line up with handsome Brewster-green trains for New York, and a New York Central Mohawk occasionally noses its cast pilot up to the bumping post with a through train from Chicago.

Outside South Station, in the middle of Atlantic Avenue, a Climax geared locomotive huffs by with a string of freight cars for the waterfront. Across the Hub City's downtown at North Station, school children study at special tables while waiting for suburban trains, and Pacific locomotives with names like "Lily Pons" or "Old North Bridge" roll in and out at the head of heavy trains.

The railroads fan out from Boston, a half wheel of spokes to all directions inland. Southwest heads the main line of the New Haven, the shore line to New York. It is not only an important highway of New England commerce, but an important through connection. Joining the Pennsylvania via the Hell Gate Bridge in New York, it forms part of a busy Atlantic Seaboard artery on which New York City is hardly more than a way station. Electrified, highly developed trackage extends from Cedar Hill yard near New Haven through to Harrisburg and Washington. The New Haven also handles a heavy through freight business over its old Central New England line, which crosses the Hudson on a high bridge at Poughkeepsie to join the Erie, Lehigh & Hudson River, and others at Maybrook, N. Y.

Straight west from Boston heads the Boston & Albany, New York Central's line through the Berkshires, which has few branches and serves roughly as a boundary between the New Haven territory to the south and the Boston & Maine territory to the north. B&M's main line to the west roughly parallels the B&A, passing through the Hoosac Tunnel to reach the Hudson Valley. But this trunk is only one line of Boston & Maine, which is a widespread New England institution and one which has won a reputation for unusual helpfulness and friendliness to the people it serves. Other B&M lines run northwest toward Montreal connections, north into the White Mountains and northeast to Portland.

It is these three big railroads which carry the bulk of New England traffic, but the flavor is set no less by the smaller lines such as the Bangor & Aroostook and Maine Central in Maine, the Rutland (photo on this page is a Boston-Montreal train leaving Bellows Falls, Vt., on the Rutland), and the Central Vermont and Grand Trunk, both of which are subsidiaries of the Canadian National.

This is a closely knit territory, heavily industrial. The New England roads carry a high ratio of manufactured goods, and the runs are comparatively short, making railroad operation more like that in Old England. This and the native New England individualism give the railroads an aura all their own.

H. F. Harvey.

Kalmbach Publishing Co.
Milwaukee 3, Wis.

Copyright 1944 by Kalmbach Publishing Co.

TRAINS' ALBUM OF RAILROAD PHOTOGRAPHS

Book 1—Eastern Railroads.

Book 2—Far Western Railroads.

Book 3—Midwestern Railroads.

Book 4—Colorado Railroads.

Book 5—Southern Railroads.

Book 6—New England Railroads.

Book 7—Electric Railways.

Book 8—Pennsylvania Railroad.

Book 9—New York Central Railroad.

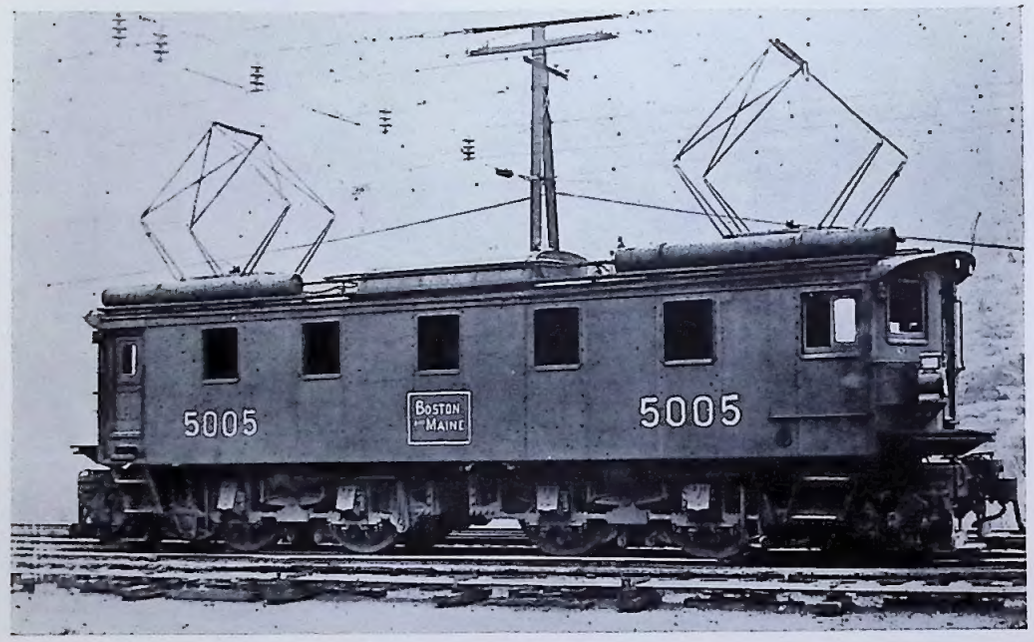
$1 each

KALMBACH PUBLISHING CO.
Milwaukee 3, Wis.

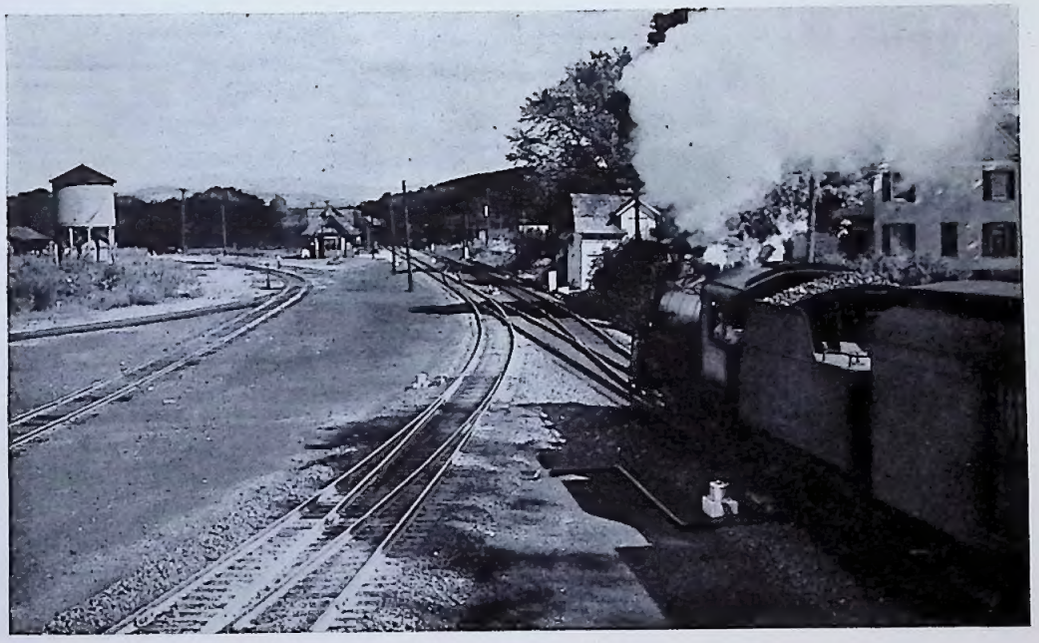
Printed in U. S. A. by Kalmbach Publishing Co., Milwaukee 3, Wis.

The Ambassador, Boston-Montreal day train of the Boston & Maine - Central Vermont route, double-heading through typical New England countryside. The Central Vermont is a part of the Canadian National System, and reaches down from Canada through New England to New London, where it has freight connections by water with New York. By J. H. Williams, Railroad Photographic Club.

Boston & Maine Pacifics carry on an old railroad tradition with names as well as numbers. This is No. 3717, named "Old North Bridge," just east of Fitchburg station. By Dana D. Goodwin.



Boston & Maine uses electric motive power to pull trains through its 4.75-mile Hoosac Tunnel, on the main line between Boston and Troy. The idle steam locomotives are pulled right through with their trains. No. 5005 is from the F. M. Cramer collection. The three units below are waiting at Hoosac Tunnel station, near the east portal, for a freight. By Arthur Palme.



This pair of summer and winter scenes, photographed by Frank Quin, shows the junction of the Troy and Mechanicville lines of the Boston & Maine at Johnsonville, N. Y. The passenger train in the summer scene is the Minute Man, bound from Troy to Boston. The freight in the winter scene is TE-2 from Troy to East Deerfield, Mass.

A Boston & Maine inspection crew (above) is about to enter the west portal of the Hoosac Tunnel, by which the B&M goes under the summit of the Berkshires on its route from the Connecticut watershed into the Hudson watershed. By Arthur Palme. The Boston & Albany Berkshire-type locomotive at right above is emerging from State Line on the route through the Berkshires which gave the 2-8-4 locomotive its name. By H. W. Pontin, Railroad Photographic Club. The Boston & Maine suburban train with open-platform coaches and American Standard locomotive is leaving North Station in Boston. By N. W. Wetherbee.

Pride of the Bangor & Aroostook Railroad is the Aroostook Flyer, shown here leaving Brownville, Me., en route to Bangor, where it has Boston connections. Coaches are streamlined, similar to latest B&M and New Haven equipment. By James D. Bennett. The station scene of many years ago is at Warren, Me., on the Maine Central, with the Georges Valley Railroad train for Union on the siding. Linwood Moody collection. First streamliner in New England was the three-car stainless steel Flying Yankee of Boston & Maine, which soon attracted more Boston-Portland passengers than it could handle and was shifted to other runs. By A. O. Wilkins. An achievement in railroad cooperation was the prewar summer-season East Wind, lower right, which ran from Washington to Portland and Bangor on a fast daytime schedule. It operated over Pennsylvania, New Haven, Boston & Maine and Maine Central, and with all these changes of road and motive power averaged better than 50 miles an hour. By Dana D. Goodwin.

The only streamlined steam locomotives in New England are the New Haven's 4-6-4's, used for heavy high-speed work on the Shore Line between Boston and New Haven. At left a New Haven train and a Boston & Albany train pull out of South Station, Boston, side by side. By H. F. Harvey. Below is the Shore Line Express passing Readville Junction, Mass., at 65 m. p. h., carrying green signals for the Coronation Scot, which was visiting in the United States at the time the picture was taken (1939). By H. W. Pontin, Railroad Photographic Club.

Hell Gate Bridge (above) joins New England to the Atlantic Seaboard. It is part of a connecting route in the New York City area which gives the New Haven direct rail connection with the Pennsylvania. By Noel Hiram Deeks. At right above is a New Haven electric freight train entering the large Cedar Hill yard near New Haven. Courtesy NYNH&H. With the downtown Boston skyline in the background, New Haven streamlined engine and Boston & Albany Hudson stand at the heads of their trains waiting to leave South Station, one of the world's busiest railroad terminals. By H. F. Harvey.

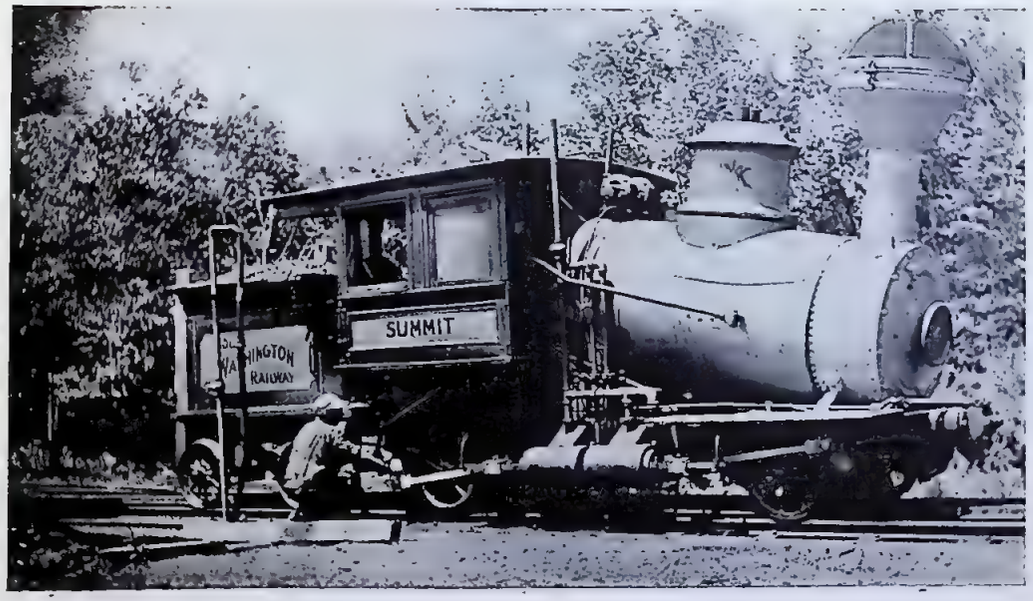
The Montpelier yards of the Montpelier & Wells River lie almost in the shadow of the Vermont state capitol building, along the Winooski River. Both train scenes are in these yards, which are also used by the Barre & Chelsea, one of the steepest standard-gauge adhesion-operated railroads east of the Mississippi. The Lima-built Shay was at one time used by B&C. Yard scenes by William Moedinger Jr., Shay from collection of Elwin K. Heath.

Thousands of railfans fell in love with the two-foot gaugers of Maine because of the delightful informality of the railroads and the intimate contact with the scenic countryside. These photos are on the Bridgton & Harrison, which was abandoned only in the present decade. L. W. Moody collection.

Baby railroads though some might call them, the two-foot-gauge lines furnished efficient transportation in a pre-motor era to a territory too thinly built up to support a standard-gauge railroad network. Upper photo is Sandy River & Rangeley Lakes, which once had a system of more than 100 miles of two-foot track. Lower photo is a camp special leaving Bridgton on the Bridgton & Harrison. Maine once had 214 miles of two-foot gauge; now all is abandoned. L. W. Moody collection.

Interesting contrast in track is the galaxy of rails at Farmington, Me., where the two-foot-gauge Sandy River & Rangeley Lakes met the Maine Central. Photo from Linwood Moody collection. Two roundhouse views are the Sandy River & Rangeley Lakes at Phillips in August, 1936, and today. By Earl W. Pratt Jr. The mixed train is typical of SR&RL operation during the later years of its existence. From Linwood Moody collection.

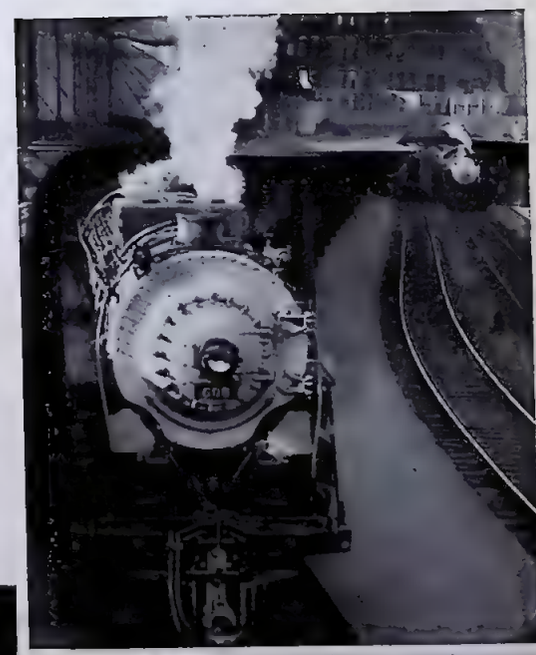
The Montpelier & Wells River has few parallels for pastoral beauty along the line. The road stretches 44 miles from Montpelier, capital of Vermont, to Wells River, where four important lines of Boston & Maine meet. The M&WR, along with the granite-hauling Barre & Chelsea (lower right) is owned by B&M. All photos by William Moedinger Jr.



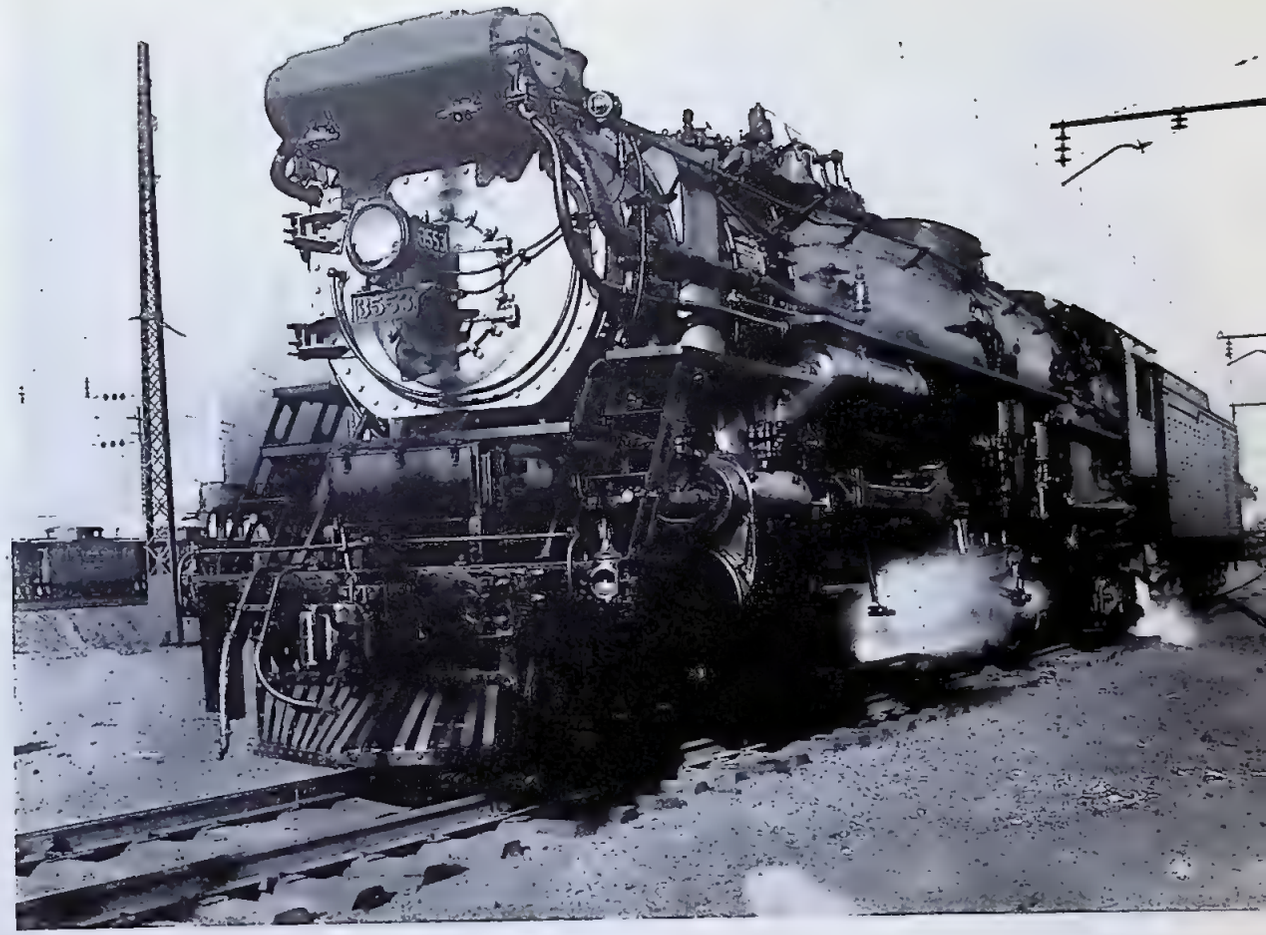
The steepest and most spectacular portion of the cog railway up Mount Washington crosses a trestle called Jacobs Ladder (right). Thousands of tourists ride this line every year to visit the summit, altitude 6284 feet. The clubhouse at the top contains a post office, spacious lobby, dining room, bathrooms, and steam-heated bedrooms for 140 guests. The base station, formerly on a branch of the Maine Central, is now reached only by highway. Locomotive Summit, with its inclined boiler, is typical of motive power now used on the line. From H. S. Walker collection.

The Wolverine, Boston & Albany, about to leave Worcester Union Station, pulled by a Class K-14c Pacific. By H. F. Harvey.

The Boston & Albany is the New England trunk of the New York Central, cutting straight across from Albany to Boston with very few branches. At left is a B&A freight train in the Berkshire scenery near Huntington, Mass., on the way down into the Connecticut Valley. By H. W. Pontin. The heavy B&A passenger train below is the Wolverine, with a through NYC Mohawk locomotive on the front end. By J. H. Williams. The B&A Hudson-type locomotive at right is ready to leave South Station, Boston, while below a locomotive of the same type is handling a train around the curves and through the granite cuts of the Berkshires. Both by H. W. Pontin. All photos from Railroad Photographic Club.



A Boston & Maine commuter express behind a 4-6-6 suburban tank locomotive, sailing past the golf course in scenic Riverside, 11 miles west of Boston. By H. W. Pontin, Railroad Photographic Club.



New England railroading, in the person of the New Haven's Poughkeepsie Bridge line, extends over into New York State, and the freight train at left was photographed by Kent Day Coes on that line near Hopewell Junction, N. Y. The three-cylinder Mountain-type locomotive above is one of 70 similar engines used in New Haven fast freight service. Courtesy New Haven.

Switching scene in the Boston & Maine's Somerville (Mass.) yards. These are really an extension of the Boston yards less than three miles east. By Henry W. Lessard.

The Boston & Maine - Maine Central Kennebec Limited on its way through Biddeford, Me., to Boston from Bangor, Augusta, and Portland. At this point it is running on the B&M. By John P. Ahrens.

This rare old photo from the collection of H. C. R. Landon was taken just before the New Haven began electric operation in July, 1907. The high-wheeled Atlantic and transom-windowed coaches look almost out of place beneath the overhead trolley system which today feeds juice to streamlined electric locos pulling lightweight welded steel cars.